

21 January 2016

Mr Ben Lusher
Director, Key Sites Assessments
Department of Planning and Environment
23-33 Bridge Street
SYDNEY NSW 2000

Dear Mr Lusher

North Eveleigh West - Request for Secretary's Environmental Assessment Requirements

We write as the lead partner and proponent for the Central to Eveleigh Urban Transformation and Transport Program, and more specifically the North Eveleigh West Precinct.

The purpose of this letter is to request the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) relating to the urban renewal of North Eveleigh West.

A separate and concurrent letter has also been submitted which requests the study requirements for the proposed amendment to the *State Environmental Planning Policy (Major Development) 2005* which will rezone and establish new development parameters for the North Eveleigh West Precinct.

Under Schedule 2, Clause 2 of *State Environmental Planning Policy (State and Regional Development) 2011* (the State and Regional Development SEPP), development with a capital investment value (CIV) of more than \$10 million within the Redfern-Waterloo Sites (encompassing North Eveleigh West) is State Significant Development to be determined under Part 4 Division 4.1 of the *Environmental Planning & Assessment Act, 1979* (the EP&A Act). More specifically the development will consist of subdivision, public domain and infrastructure works.

Whilst these works are expected to exceed the \$10 million CIV threshold for State Significant Development (SSD), a concurrent amendment to the State and Regional Development SEPP is also being pursued to ensure that development involving subdivision, public domain, demolition, road works and infrastructure is also classified as SSD (regardless of the CIV of the works).

To support the request for the SEARs, this Preliminary Assessment provides an overview of the vision and current concept design for the Precinct, sets out the statutory context, and identifies the key likely environmental and planning issues associated with the proposal.

1. Background

The strategic importance of the Central to Eveleigh Study Area has long been identified by the NSW Government. A range of provisions and detailed plans have to date provided the framework and aimed to facilitate the urban renewal of the Study Area (in particular Redfern-Waterloo). These plans and policies are now outdated and need to evolve to reflect the NSW Government's vision for Sydney (being a strong global city and a great place to live).

Underutilised and government-owned land in the Study Area (such as the North Eveleigh West Precinct) is well-serviced by existing public transport and close to many services, infrastructure, and educational and cultural facilities.

Leveraging off this existing and proposed public transport infrastructure (e.g. the new Sydney Metro line) provides an opportunity for sensible and sustainable planning to retain the area's diverse and distinctive identity, deliver major housing, transport and employment outcomes for Sydney and act as a catalyst to deliver infrastructure upgrades, new community facilities and public places.

Taking a strategic and collaborative approach to the Central to Eveleigh Study Area, UrbanGrowth NSW have developed a Framework Plan that provides the foundation for more detailed precinct planning and design (e.g. North Eveleigh West). The Framework Plan has taken a holistic approach and considers a wider study area than the corridor itself incorporates ensuring a cohesive approach to planning for the Corridor and its interfaces and allowing an understanding of the impact and benefit to the surrounding area.

2. The Site

The site is located within the Central to Eveleigh corridor that has been identified as an urban renewal area by UrbanGrowth NSW. This development corridor extends westward from the Sydney CBD following the railway corridor and includes significant areas of surplus government land (see **Figure 2**). The site, known as the North Eveleigh West Precinct and herein referred to as 'the Precinct', is located in the north western portion of the development corridor within the suburb of Eveleigh and within the Local Government Area of Sydney (see **Figure 1**).

The Precinct has an area of approximately 2.9 hectares and with a range of current uses including a residential apartment building, the historic General Store/Clothing Store, rail infrastructure and vacant land. Newly constructed roads (Carriageworks Way and Stores Street) under the ownership of UrbanGrowth NSW Development Corporation currently service the site, accessed off Wilson Street to the north.

The Precinct has a frontage of approximately 230 metres to Wilson Street and 105m to Iverys Lane to the west and is bordered to the east by the Carriage Workshop, Main Western Rail Corridor to the south, and low scale residential dwellings to the west (part).

The North Eveleigh West Precinct is presented in **Figure 3** overleaf and is legally described as:

- Lots 1 and 2 DP 1175706 (owned by UrbanGrowth NSW Development Corporation)
- Lot 3 in DP 1175706 (owned by CityWest Housing)
- Part Lot 4 and Part Lot 5 DP1175706 (owned by Rail Corporation of NSW)

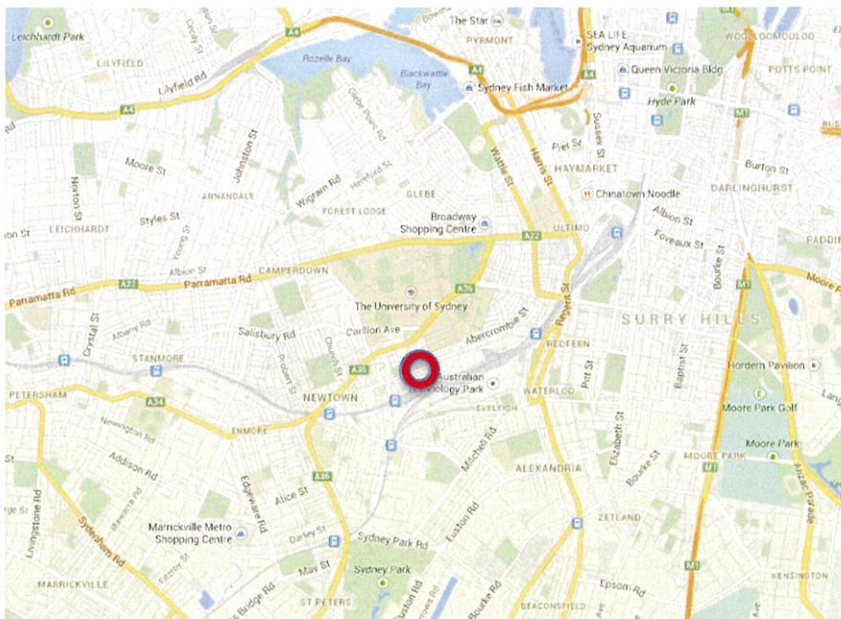


Figure 1 – Site context plan
Source: Google Maps

 The Site

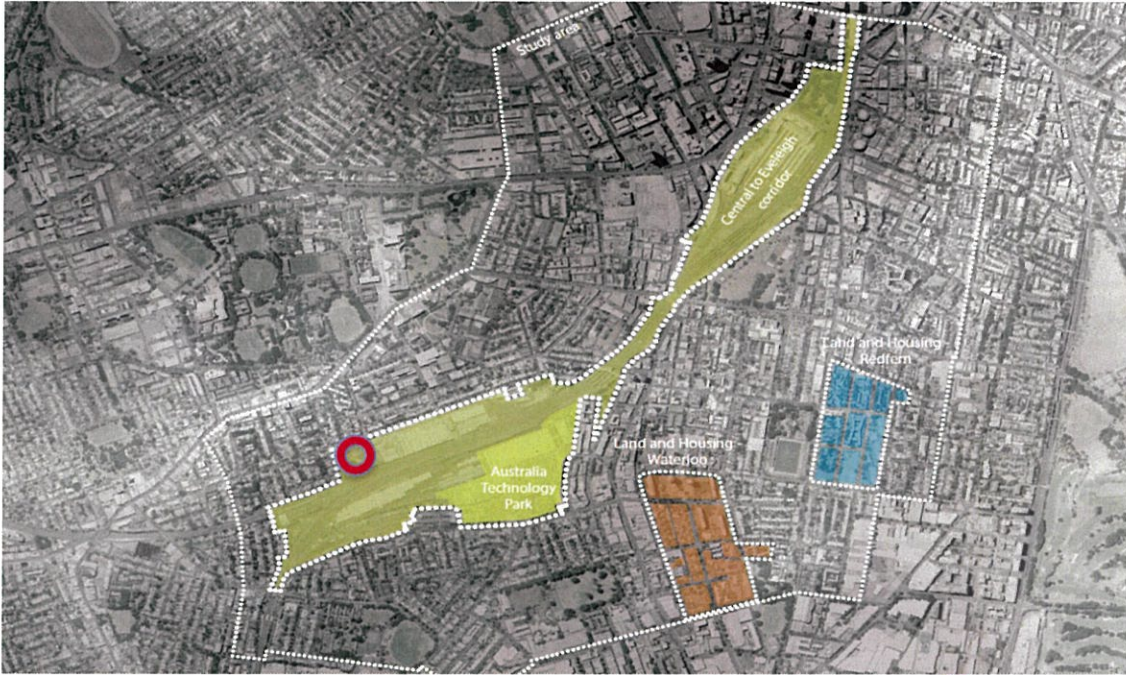


Figure 2 – Central to Eveleigh study area
Source: UrbanGrowth NSW

 The Site

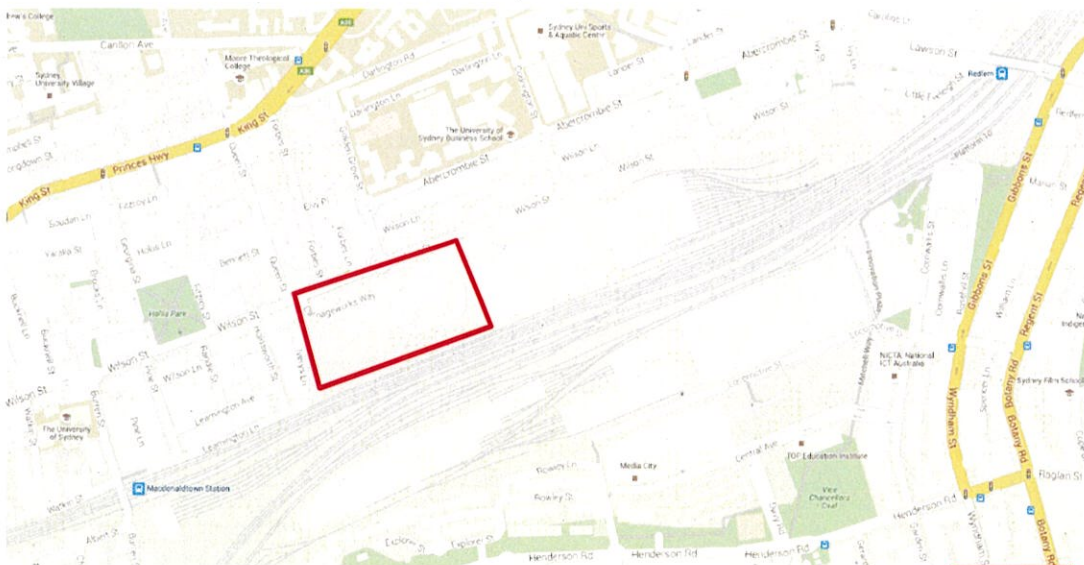


Figure 3 – North Eveleigh West Precinct site location plan
Source: Google Maps

 The Site

3. Statutory and Strategic Planning Context

3.1 State Environmental Planning Policy (Major Development) 2005

The Major Development SEPP is the principal environmental planning instrument applying to the Site. Schedule 3, Part 5 of the Major Development SEPP sets out the zoning and development controls that apply to development on the Site.

The Precinct is located entirely within Redfern-Waterloo Authority Sites as prescribed in Part 5 of Schedule 3 of the Major Development SEPP. The Precinct is zoned predominately Business Zone – Mixed Use with a small area included in the Special Purpose Zone - Infrastructure (see **Figure 4**).

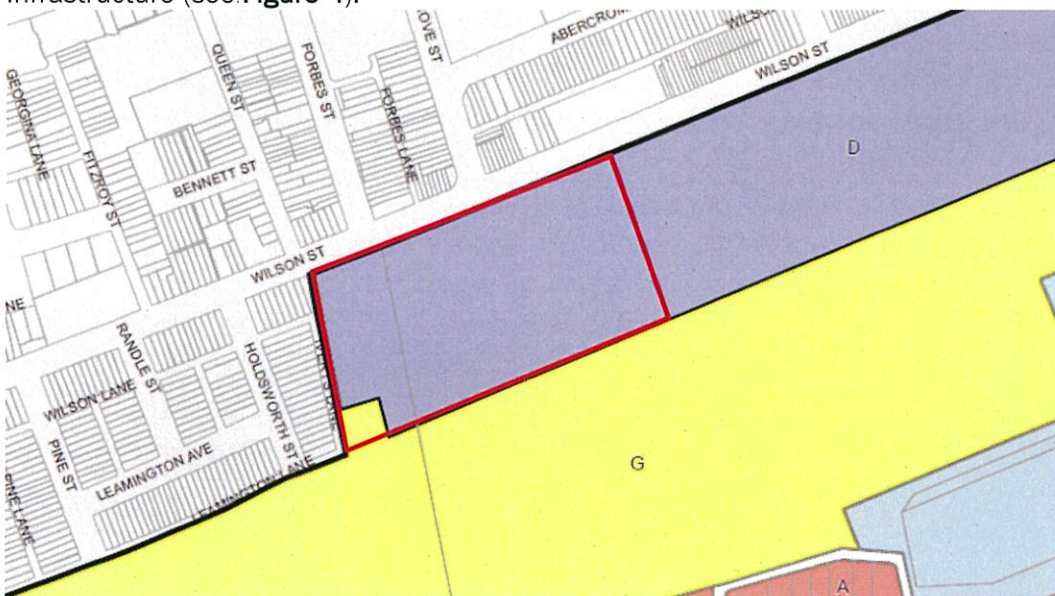


Figure 4 – Land use zoning map

Source: *State Environmental Planning Policy (Major Development) 2005*

The Site

Under the Major Development SEPP, the Business Zone land is subject to maximum building height of 4 storeys and 10 storeys, with a maximum Floor Space Ratio (FSR) control applying of 2:1. The small area of Special Purpose Zoned land is not subject to any FSR or building height controls.

Redfern-Waterloo Built Environment Plan (Stage 1) 2006

The statutory controls contained within the Major Development SEPP for North Eveleigh West were based on the Redfern-Waterloo Built Environment Plan (Stage 1) 2006. The BEP, which was informed through an urban design analysis and developed with stakeholder and

community input, formed one component of the 'Redfern-Waterloo Plan'¹. The proposed land use concept for North Eveleigh (including the North Eveleigh West Precinct) under the BEP sought to create a vibrant cultural, business and residential precinct that provides jobs, quality housing, services and facilities and opportunities for artistic and cultural expression that integrates with the surrounding established area.

In terms of the North Eveleigh West Precinct more specifically, the BEP identifies this area as predominately residential.

North Eveleigh Concept Plan (08_0015)

Following establishment of the planning and development framework for the Redfern-Waterloo Authority Sites in the MD SEPP, a Part 3A Concept Plan was approved for North Eveleigh (covering the North Eveleigh West Precinct) in December 2008. The Concept Plan was supported by extensive technical studies and investigations.

The Concept Plan included approval for land uses, maximum Gross Floor Area, maximum building envelopes and heights, maximum car parking numbers/rates, establishment of public open space/parks, provision of roads and provision for the retention and adaptive re-use of identified heritage and historic buildings. The distribution of uses under the Concept Plan aligned with the BEP, with the North Eveleigh West Precinct incorporating residential and open space.

Figure 5 illustrates the approved concept details for the North Eveleigh West Precinct and which of note provides for:

- A single vehicle access point off Wilson Street in the north-west corner;
- Residential apartment buildings ranging in height from 3 – 12 storeys (with building heights transitioning to respond to the surrounding built form context);
- A park of 3,350m²; and
- Retention and adaptive re-use of the Clothing Store.

The Concept Plan anticipated the gradual development of the site over a 5 – 15 year period.

The implementation of the Concept Plan has commenced, most notably with the approval and construction of the first residential (affordable housing) apartment building (SSD 5708 – 2012 – refer to **Figure 6**). Some infrastructure works and roadworks have also been undertaken and completed (e.g. Carriageworks Way and Stores Street).

¹ The Redfern-Waterloo Plan, as required under the then Redfern-Waterloo Act 2004, established the overall framework for the revitalisation of the operational area through urban renewal, job creation, improvements to the physical environment and improvements to the provision of human services.



Figure 5 – Approved Part 3A Concept Plan



Figure 6 – Affordable housing development

3.2 State Environmental Planning Policy (State and Regional Development) 2011

Clause 8 of the State and Regional Development SEPP provides that development of a kind referred to in Schedule 1 (state significant development – general) or Schedule 2 (state significant sites – identified sites) is declared to be State Significant Development.

The Site is also located within the Redfern Waterloo 'specified site', identified at Clause 2(g) of Schedule 2 of SEPP SRD. Currently under this provision, developments that have a capital investment value of more than \$10 million are declared to be SSD for the purposes of the EP&A Act.

3.3 State Environmental Planning Policy (Infrastructure) 2007

The site is located adjoining an existing rail corridor and will involve works, including residential land uses within close proximity to rail services. Consequently, the SSDA will be referred to RailCorp for comment.

3.4 State Environmental Planning Policy 55 – Remediation of Land

SEPP 55 aims to provide a State-wide planning approach to the remediation of contaminated land, and in particular, promotes the remediation of contaminated land for the purpose of reducing risk of harm to human health or the environment.

Clause 8 states that category 1 remediation works should not be carried out except with the consent of the consent authority. Accordingly, if any contaminated lands are located on the site, consent may be required for the remediation and validation works.

3.5 NSW 2021: A Plan to Make NSW Number One

NSW 2021: A Plan to Make NSW Number One is a long-term plan to deliver services in NSW, and sets clear priorities to guide government decision-making and resource allocation.

NSW 2021 is based around five strategies to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen our local environment and communities. NSW 2021 includes numerous goals that are relevant to the transformation of Central Eveleigh (and the North Eveleigh West Precinct more specifically) and designed to increase the supply of housing in NSW, rebuild the economy, build more liveable centres, and enhance cultural/creative opportunities (amongst others).

3.6 A Plan for Growing Sydney

A Plan for Growing Sydney is a strategic document that sets out the NSW Government's vision for the development of the Sydney Metropolitan area for the next 20 years. The Plan anticipates that the population of Sydney will increase by 1.6 million people over the next 20 years and sets out housing targets for the Sydney region at 664,000 additional dwellings. The NSW Government has also set a target of delivering 689,000 jobs by 2031.

The Plan aims to locate new housing in places to give people a choice of housing that is more affordable and to enable them to work closer to where they live. It encourages balanced growth by stimulating housing growth in both infill and greenfield areas and aims to make the best use of transport and infrastructure, making Sydney more sustainable and efficient. In planning for balanced growth, the Plan focuses urban renewal in areas surrounding existing centres, transport hubs and corridors, green spaces, and advocates efficient use of land in infill areas. The Plan also seeks to increase the variety of housing options available to cater for different lifestyles and household sizes.

The transformation of Central to Eveleigh directly supports a number of these above and other key goals, directions, actions and priorities established under the Plan which collectively aim to achieve the Government's vision for Sydney (as a strong global city and a great place to live).

3.7 Sustainable Sydney 2030

The City of Sydney's Sustainable Sydney 2030 – Community Strategic Plan sets the goals and aspirations for the development of the Sydney LGA over a 20 year period. The plan expresses the vision and the City's commitment to a Green, Global, Connected City, specifically:

- *“Green with a modest environmental impact, green with trees, parks, garden and linked open spaces, green by example and green by reputation;*
- *Global in economic orientation, global in link and knowledge exchange, global and open minded in outlook and attitude; and*
- *Connected physically by walking, cycling and high quality public transport, connected ‘virtually’ by world class telecommunications, connected communities through a sense of belonging and social well-being, and connected to other spheres of government and to those with an interest in the City.”*

The Plan sets out 10 Strategic Directions to achieve Sustainable Sydney. Described as a ‘Framework for Action’ these Strategic Directions are:

- A globally competitive and innovative city;
- A leading environmental performer;
- Integrated transport for a connected city;
- A city for walking and cycling;
- A lively, engaging city centre;
- Vibrant local communities and economies;
- A cultural and creative city;
- Housing for a diverse population;
- Sustainable development, renewal and design; and
- Implementation through effective governance and partnerships.

The proposed regeneration of the North Eveleigh West precinct will deliver new residential accommodation and extensive open space opportunities in an inner urban area with

excellent access to existing transport networks. It will therefore help reinforce the city's global role and identity by contributing to its urban renewal in a sustainable manner and will support the creation of a new vibrant, creative and diverse community in the local area.

4. North Eveleigh West Vision/Concept

A high amenity and high density predominately residential precinct that provides extensive areas of public open space, offers increased connectivity and permeability with the surrounding urban fabric and transport links, and creates a new vibrant community heart is envisaged for the North Eveleigh West Precinct.

An Urban Design Study has been prepared by AJ+C with concept details (which are still undergoing refinement) provided within **Attachment A**.

This study will inform the concurrent rezoning/SEPP amendment and development control framework process.

The built form and building heights have been conceived having regard to the Precinct's opportunities and constraints. Taller buildings have been located adjacent to the rail line, away from existing lower rise development to the north and west (across Wilson Street and Iverys Lane).

More specifically the design concept (which was presented to the community in November 2015 – refer to **Figure 7**) for the Precinct provides for:

- use of the site for high density residential, non-residential (commercial, retail and community) and open space;
- a maximum floor space ratio of 2.15:1 across the site, equivalent to approximately 65,500m² of Gross Floor Area (GFA);
- establishment of a significant new area of public open space;
- retention and adaptive re-use of the historic Clothing Store; and
- building heights ranging from 4 – 20 storeys.

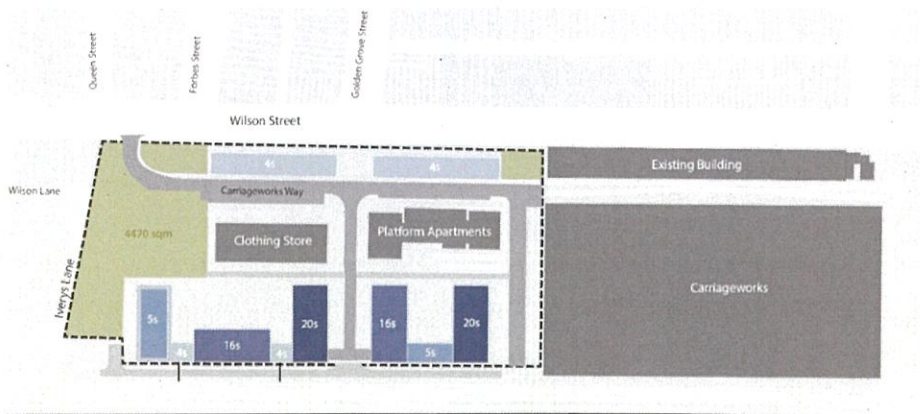


Figure 7 – Design concept for North Eveleigh West

5. Proposed Works

The concurrent SEPP Amendment provides the framework within which the proposed State Significant Development Application will be based.

In other words, the proposed subdivision and works are necessary to facilitate implementation of the transformation of the North Eveleigh West Precinct.

More specifically, the State Significant Development Application will include:

- Subdivision to create development superlots;
- Allocation of gross floor area for development lots (to be confirmed);
- Site establishment works;
- Preparatory works;
- Bulk earthworks;
- Construction of roads and road intersections;
- Public domain works including landscaping;
- Drainage and stormwater management infrastructure; and
- Utility servicing infrastructure.

It is expected that the above scope of works will alone exceed the current \$10 million SSD threshold under the SRD SEPP. Notwithstanding, an amendment to the State and Regional Development SEPP is also anticipated in order to expand the range of development that qualifies as State Significant Development to specifically cover subdivision and/or the creation of new roadways and associated works. This reflects the same approach undertaken for the North Ryde Station Precinct Site and the North Penrith Site.

5.1 Staging

Consideration will need to be given to the staging and delivery of development. The staging of development components will need to have regard to:

- staging and delivery of residential precincts and associated infrastructure, services and facilities;
- market demand.

6. Preliminary Key Issues Identification

The scope of environmental planning issues proposed to be addressed in the Environmental Impact Statement prepared in support of the State Significant Development Application is provided below to assist the Secretary in identifying the SEARs for the proposal.

The key environmental planning considerations associated with the proposal that will need to be considered are:

- Traffic, transport and access;
- Consultation;
- Public domain;
- Rail corridors;
- Heritage and archaeology;
- Infrastructure and services;
- Flooding, drainage and stormwater management; and
- Contamination and geotechnical issues.

Table 1 below outlines the key environmental issues and impacts which could potentially arise from the proposal.

SSDA Key Issues	Potential impacts and matters for consideration
Traffic, transport and access	<p>The North Eveleigh West Precinct represents an opportunity to deliver a development located close to public transport and easy walking distance to jobs and other activities with the site located adjoining a railway line and nearby to Macdonaldtown and Redfern Stations.</p> <p>Nonetheless, as the proposal involves provision of new roads and intersections to support an increase in density it brings with it key considerations with respect to adequacy of car and bicycle parking provision, traffic generation, local and regional road/intersection performance, adequacy/capacity of public transport, adequacy/capacity of pedestrian and cyclist connections, construction traffic and pedestrian management etc.</p> <p>A Transport, Traffic and Parking Assessment will therefore form a crucial component to demonstrating the acceptability of the proposal. The requirements for the Traffic and Transport Assessment are provided in Attachment B.</p>
Consultation	<p>The success of this and the broader Central to Eveleigh Transport project rests on early and meaningful consultation and engagement with key stakeholders and the local community. This consultation has already commenced (with valuable feedback already provided by the local community and City of Sydney Council) and will continue throughout the planning and development process and beyond.</p>
Public Domain	<p>Various public domain works will be proposed as part of the SSDA.</p>

SSDA Key Issues	Potential impacts and matters for consideration
	<p>These works will deliver open space areas and landscaping throughout the development site. The SSDA will demonstrate the proposal's response(s) to:</p> <ul style="list-style-type: none"> • The function and form of the public domain; • CPTED principles; • Street frontage design; • The hierarchy and purpose of street patterns on the site and the scale relationship between streets, footpaths, and future buildings ; • The relationship between the public domain and future proposed uses and rail infrastructure; • Links and connections between the future built form and their surrounds, particularly for pedestrians and cyclists.
Public Domain	<p>Various public domain works will be proposed as part of the SSDA. These works will deliver open space areas and landscaping throughout the development site. The SSDA will demonstrate the proposal's response(s) to:</p> <ul style="list-style-type: none"> • The function and form of the public domain; • CPTED principles; • Street frontage design; • The hierarchy and purpose of street patterns on the site and the scale relationship between streets, footpaths, and future buildings ; • The relationship between the public domain and future proposed uses and rail infrastructure; • Links and connections between the future built form and their surrounds, particularly for pedestrians and cyclists.
Corridors	<p>The precinct's highly accessible location also brings with it challenges with respect to existing rail infrastructure which surrounds the site. Transport for NSW (Sydney Trains) will be a key stakeholder throughout the SEPP amendment process and beyond. The necessary technical studies will be completed at the appropriate time as required (having regard to the statutory requirements under State Environmental Planning Policy (Infrastructure) 2007) to ensure development does not adversely affect rail operations or infrastructure and that there are no adverse reverse amenity impacts on future development.</p>
Heritage and archaeology	<p>The development potential of the precinct is influenced by the heritage and archaeological attributes of the land. Appropriate studies will therefore be required in order to fully understand what potential impacts future urban renewal will have.</p> <p>The physical works associated with the SSDA and potential impacts on heritage and archaeology will be appropriately considered and addressed.</p>
Infrastructure and services	<p>Whilst the Precinct is well serviced, existing infrastructure is not adequate to service the proposal and accordingly augmentation will be required to key utilities services and provision.</p> <p>An infrastructure report will be prepared to address the infrastructure requirements and the design and location of critical infrastructure services on and adjacent to the Precinct.</p>
Flooding, drainage and stormwater	<p>Appropriate studies and investigations will be undertaken to demonstrate that the precinct is suitable for development from a</p>

SSDA Key Issues	Potential impacts and matters for consideration
management	flood risk perspective. Additional stormwater infrastructure is to be delivered as part of the proposal. The SSDA will be supported by the necessary stormwater plans and reports to ensure the adequacy of the system, with regard to water quality and quantity.
Contamination and geotechnical	Appropriate studies and investigations will be undertaken to demonstrate that the site is suitable for development in accordance with SEPP 55. The precinct's relationship to rail infrastructure will also require the appropriate consideration of geotechnical matters/constraints.

7. Conclusion

The North Eveleigh West Precinct provides the opportunity to create appropriate land uses on a strategic site in the Central to Eveleigh corridor. In doing so, it will deliver key objectives and outcomes of the State Government's urban renewal program to deliver housing on strategic, well located sites. The precinct has long been established and expected to be redeveloped for residential development and open space.

UrbanGrowth NSW is seeking to implement the necessary infrastructure and public domain works to encourage and facilitate future urban renewal of North Eveleigh West for residential development as envisaged.

The information contained in this preliminary assessment is to assist the Secretary in determining the level and scope of any requirements for an environmental assessment to accompany a facilitating State Significant Development Application.

Should you have any queries about this matter, please contact David Apostolidis on 98418621 or dapostolidis@urbangrowth.nsw.gov.au.

Yours faithfully

Troy Daly
Program Director

Enc:

Attachment A – Urban Design Report – AJ+C

Attachment B – Traffic and Transport Assessment Requirements